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POOR SUPPLY, TECHNIQUES
SLOW SOME AUTO PLANTS;
OTHERS IMPROVE

PLANT SLOW TO APPLY AUTOMATIC DEVICES -- Izvestiya, No 111, 11 May 50

There are many automatic devices in operation at the Gor'kiy Automobile Plant imeni Molotov. One automatic assembles a spring in one minute, replacing the work of four men. Another machine nails the wooden platform on a truck in 4 minutes. An automatic-transfer machine-tool line has been built for machining wrist pins. It consists of six machines, and can be operated by one man.

Numerous other automatic devices have been developed in the past few years; unfortunately, very few are being used in production. For example, automatics for polishing parts were ordered in the middle of last year. The deadline has long since passed, but there is no indication that these machines will be produced in the near future. The automatic for assembling springs took over 2 years to build. All this is well known to the plant management, but it remains indifferent to the importance of automatics in production.

There is a special office for automatic processes in the plant, but there are not enough engineers and designers on its staff, and it cannot properly test and perfect machines to ready them for use in production. The entire area of its testing shop does not exceed 30 square meters, so that two or three machines at a time must wait their turns to be tested.

Automatic systems which were applied to a great many of the machine tools have either lost their usefulness, or have simply been removed. There are dozens of cylindrical grinding machines in the motor shop which were equipped with attachments for automatic grinding of journals for crankshafts. These attachments cannot now be found in the shop. In the same shop, special feeding devices for a number of the machine tools have been broken.

Shop technicians have tried to persuade the directors to restore the automatic systems. The management, however, holds the opinion that these systems are not needed.

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In the foundry, molding-sand proportions are measured by eye, although a proportioning device could be set up. The absence of an automatic air feed for the cupolas results in waste of fuel and electric energy.

The plant management and the Ministry of Automobile and Tractor Industry must give the problems of automatic systems serious attention.

UNCERTAIN SUPPLY HOLDS UP PRODUCTION -- Moskovskaya Pravda, No 69
11 May 50

In 1949 the VARZ Plant of the Administration of Automobile Repair Plants of the Moscow City Soviet fulfilled the year plan by September. Since that month, however, production of tractors has fallen off sharply.

The failure of neighboring plants to supply parts assemblies in a steady stream is the cause of the production slow-down. Most of the workers in the tractor shop are now making other items, and some workers have been let off. In some months of this year the output of tractors was scarcely one-fourth the planned amount.

Among the plants which are holding up production in the tractor shop are the Podol'sk plants imeni Ordzhonikidze and imeni Kalinin.

LAG IN RAIL SERVICE DELAYS SHIPMENTS -- Pravda, No 114, 24 Apr 50

Unshipped machines and spare parts have been accumulating for weeks at the Ural'sk Automobile Plant because the daily quota of railroad cars has not been arriving. Many of the automobiles, for which there is no longer any room in stock, have to be kept out on the streets, where the rubber and electrical equipment is damaged by the elements.

The Plant has appealed several times to Yamovich, director of the South Ural Railroad System and to Beshchev, Minister of Transportation, for new cars. So far, only promises have been obtained. As of 18 April, one million rubles' worth of machines and spare parts were awaiting shipment at the plant.

When will the South Ural Railroad System and the Minister of Transportation do something about shipping out the long-accumulated products? --
T. Prokhodtsev, director of sales section, Ural'sk Automobile Plant

CARBURETOR PLANT CUTS REJECTS -- Moskovskaya Pravda, No 60, 29 Apr 50

Rejects at the Moscow Carburetor Plant (director, V. Polyakov) have been cut nearly 50 percent, so that they are now at a minimum. The measurements, metallographic, and chemical laboratories have played an important part in this effort, enabling workers to check the quality of all types of heat treatment and machining. Installation of conveyers and transfer lines serving machine tools account for a 25-percent reduction of rejects.

Working conditions have been improved. Nearly all floors are covered with clay tile, and most of the ordinary electric bulbs have been replaced with daylight bulbs.

The 4-month program was fulfilled on 21 April, but there are still some bottlenecks in the plant, the elimination of which should increase productivity 20-25 percent, without necessitating employment of additional labor.

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AUTO REPAIRMEN USE NEW MACHINES -- Sovetskaya Kirgiziya, No 93, 10 May 50

A new cleaning machine, built at the Tokmak Automobile Repair Plant, has improved considerably the cleaning of automobile parts. A complex device for machining differential gears is now being made, which should raise labor productivity in this operation four to five times.

INSTITUTE HELPS PLANT SAVE MOLDING SAND -- Moskovskaya Pravda, No 69, 11 May 50

The Moscow Steel Institute imeni Stalin has conducted research in conjunction with workers of the Automobile Plant imeni Stalin on the reconditioning of molding sand. Now, after processing, 80 percent of the sand can be used a second time for molding.

PLANTS CAPTURE RED BANNER -- Pravda, No 132, 12 May 50

In the automobile and tractor industry, the Red Banner of the Council of Ministers and first prizes were awarded for the first quarter of 1950 to the Moscow and Gor'kiy Automobile Plants, Kuybyshev Bearing Plant, and Altay Tractor Plant.

SELLS 500 CARS FIRST YEAR -- Kazakhstanskaya Pravda, No 91, 1 May 50

About a year ago, the Avtomotovelosbyt (Automobile, Motorcycle, and Bicycle Sales) Trust opened its store in Alma-Ata. The sales of Pobedas and Moskviches now total 500 cars while those of motorcycles and bicycles run into hundreds. Vehicles are bought by farmers, scientists, workers, artists, and war veterans.

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